

The A. P. of L. Weekly News Service gives a brief summary of important maritime affecting labor, according to the editorial, is a weekly and judicial, and such other information as will benefit the trade union movement.

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PILOT VOUCHER CASES SUBSIDY LAZER PASS SUBSIDY

The ship subsidy bill is one of the biggest gold bricks the American people were ever called upon to buy.

The subsidy campaign has been based on everything but education. The supporters of this measure have made no attempt to discuss it. Instead they howl for a merchant marine and infer that every one who opposes looting the treasury by ship owners is against a merchant marine.

This bombast and bluster is intended to sweep the people off their feet. It is a hysteria campaign, with every 100 cent American of the higher wage. It was the same system used when the Cummins-Esch bill was jammed through congress.

The leader in this campaign is Chairman Lasker of the shipping board. He is "selling" subsidy by the same who in methods he would use in the advertising campaign for chewing gum, rat roofing or mineral water.

The record of the joint congressional committee that has been studying the bill shows that Mr. Lasker testified:

"I had no idea you gentlemen would ask me

to give the testimony. All it has been given, but my mind can't hold it all. You will save a lot of time by letting me start putting on experts.

"I have never been a regular advertising expert until I came down here to handle this case. I am not a regular advertiser, and as Mrs. Tansy says in her song, 'Gee, it is great to be crazy'."

In opposing the bill the minority of the house committee on merchant marine and fisheries states that Chairman Lasker is giving wide publicity to his prepared statement at the hearings, which he reads, "but it is significant that he is omitting the cross-examination of himself upon such statement."

The minority report also refers to letters by a representative of shipping interests who advised subsidy advocates to send in written statements to the committee, rather than appear in person, "as this method will also prevent cross-examination of witnesses."

This statement by the committee shows the policy of subsidy advocates—Dodge facts! Indulge in generalities! How for a merchant marine to scare opponents.

Of the 28 witnesses who appeared before the committee in favor of the bill,

nine represented the shipping board, nine represented private shipping interests, and all others, with possibly two or three exceptions, did so at the instance of the shipping board or shipping interests, says the minority committee.

Subsidy opponents made such a strong case against the bill that the majority report of the house committee, which favors the bill, makes this acknowledgment:

"A permanent and healthy merchant marine can never be established merely by paying subsidies."

The public is not aware of this statement by the majority members of the house committee.

The press, which refers to it as "subsidized," makes no mention of this statement that is printed at the foundation of the bill. Instead, newspapers are screaming that a healthy merchant marine is not possible without a subsidy.

Another important fact concealed from the public is that excepting France none of the European maritime nations subsidize their merchant ships, England has the largest subsidy for her ships, and the country only pays for carrying mail as does the United States. Japan is the

second maritime country that subsidizes its ships.

This information was published by the shipping board in a pamphlet that was withdrawn when those facts were discovered. What was intended to aid the subsidy proved a boomerang.

Not a single candidate dared advocate ship subsidy at the recent election. No mention was made of ship subsidy in the platform of either of the political parties at the last national election. The dominant party's declaration at that time for a merchant marine is now used to justify the subsidy bill.

This is the sort of logic that would defend highway robbery on the ground that a man must earn a living.

The subsidy is a vicious proposal. No one who is not a fool and such a fool as was backed by such incorrect statistics, such hysteria and exaggeration, such appeals for unstable patriotism, such possibilities for job and such power to a minor department of government—the shipping board. The bill should be—and will be—defeated.

Its one hope is in a congress that has been repudiated by the people.

SHIP OWNERS BEGOT COST TO FEED CREWS

Washington, Nov. 25.—The American shipowners' association has been contributing to the mass of misinformation and untruths on the ship subsidy bill by alleging that United States ships are paid higher wages than foreign crews and that the cost of subsistence feeding—crews is a heavy burden borne by the ship owners.

In this furnished by members of congress by the ship owners' association it is stated that companies who own American vessels "show in every case the full cost of American crews is substantially higher, and that the subsistence of the crew is also uniformly higher in American vessels."

Evidence submitted to the joint congressional committee that investigated the ship subsidy bill has shown that the average cost of crews on American ships is less than on foreign ships.

The strongest contradiction to the ship owners' statement is furnished by officials of the United States shipping board, who have shown that the cost of feeding Japanese crews was 45¢ cent a day, while the cost of feeding Japanese crews was 45¢ cent a day.

Acting Vice President of the shipping board justified a substantial reduction on shipping board's cost of feeding crews as day per man on the ground that it was found that the average cost of feeding crews was 45¢ cent a day.

EVICTED COAL MINERS CALL AT WHITE HOUSE

Washington, Nov. 25.—Representatives of the United Mine Workers of America (U. M. W.) called at the White House today to urge President Harding to take action to end the coal strike. The miners say that the coal strike has cost the country \$100,000,000 a day in lost production.

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Among the companies that are victims of the coal strike is the Rockefellers' family. The Rockefellers' family is interested in the coal industry. The Rockefellers' family is interested in the coal industry.

Rockefeller is on the company's board of directors. The Rockefellers' family is interested in the coal industry. The Rockefellers' family is interested in the coal industry.

AID FOR BERWIND MINERS. New York, Nov. 25.—The committee appointed by Mayor Hylan to investigate conditions of striking Berwind miners has issued a report. The report says that the Berwind miners are being treated unfairly.

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On the same date the national union committee on the coal strike issued a statement. The statement says that the coal strike has cost the country \$100,000,000 a day in lost production.

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COURT WILL NOT MUZZLE PRESS CAN PUT WORKERS IN STRAIGHT JACKET

San Diego, Cal., Nov. 25.—Free expression of opinion must not be muzzled by the courts, says the Montana state supreme court, in the case of a newspaper editor.

The above summarizes a remarkable decision of the Montana state supreme court, which has refused to grant an injunction against a newspaper editor from urging a boycott on the part of his subscribers.

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LABOR GROUP CHIEF DIES IN CALIFORNIA

San Francisco, Nov. 25.—John I. Nolan, leader of the labor group in the state legislature, died in a local hospital after several months' illness. He is survived by a wife and two children.

Decided as a member of the Modoc union for the labor group in the state legislature. He was chairman of the labor group in the state legislature.

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EMPLOYMENT FIGURES

Washington, Nov. 25.—Employment figures issued by the United States bureau of labor statistics show that the number of persons employed in the United States in October, 1925, was 15,000,000.

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AGITATE! EDUCATE! ORGANIZE!

WHOLE NO. 607.

CONGRESS CONVENES IN SPECIAL SESSION

Washington, Nov. 25.—The special session of congress is now in full swing. The session will continue on until March 4, when it adjourns sine session.

President Harding had his message referred to nothing but the ship subsidy. The progressives, who will be in the majority in the new congress, will make every effort to force an extra session of congress.

The editorial is headed "Rockefeller's Policy" and is a stinging attack on the Rockefeller family. The editorial says that the Rockefeller family is interested in the coal industry.

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CO-OP. CONTRACTS LEGAL

Phoenix, Ariz., Nov. 25.—When a man agrees to handle his cotton, he is not bound by the contract. The Arizona supreme court has ruled that co-operative contracts are legal.

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